

## Whir of the Wheel.

The bicycle parade yesterday afternoon of the League of Richmond Wheelmen was a success under many difficulties, and presented one of the most beautiful spectacles seen in Richmond for many a day. At the City Hall, where the meet took place, the streets were packed with an inconsiderable crowd of vehicles and people on foot, who patiently awaited the start of the parade until it was impossible to form the line, and after it started they rushed back and forth between the lines, regardless of their own safety or that of the cyclists, and caused many to dismount to keep from running them down.

The long line in a column of two circled the City Hall square like a serpent of many coils, and then trailed out through the carriage way in front of the Governor's Mansion, passing in review of his Excellency Governor O'Ferrall, who stood upon the porch, surrounded by a number of guests, and cordially returned the hearty salutation of the wheelmen as they spun around the drive.

Led by the merry music of the bugled, sounded by Mr. Alex. K. Schaap, the long line filed through Capitol Square into Grace street, where files of fours were formed.

**PRETTY EVOLUTION.**  
This evolution of changing from column of two to files of fours was several times executed randomly en route without a falter.

The sidewalks and in many places the streets were filled with throngs of people, who witnessed the novel sight with demonstrations of enthusiasm. Two mounted policemen cleared the way of vehicles. At his residence, on West Grace street, his Honor Mayor Taylor reviewed the parade, and responded with a characteristic wave of the hand to the many caps that were lifted as the wheelmen passed.

In front of the Jefferson was an immense crowd, and the wheelmen responded to applause with cheers.

No such scene has been presented in Richmond before, and almost as far as one could see, wheel on wheel came spinning merrily. At the head of the line were Chief Marshal W. C. Lefebvre and his bugler, closely followed by President Jackson Guy, Vice-President E. T. D. Myers, Jr., and Secretary Lonnie L. Jones. The first files were composed of the Board of Governors, nearly all veterans.

**THE COLORS.**  
The elegant silk colors, presented by A. Sake & Co., the League, were carried by Mr. Twohig Leane and one of his messengers, on old-fashioned, upright

wheels, and the fact that the messenger, an expert rider, took two headers during the parade, testified to the superiority of the modern bicycle.

On the return of the parade to the Capitol Square, before a distinguished President Jackson Guy, a formal address, in which he clearly outlined the fact that the League was formed for a practical purpose—that of improving the streets and roads—plainly outlined the policy of the League in its intention to see every influence it possesses to secure this need from the city authorities.

His speech was greeted with great enthusiasm.

No prettier sight has ever been seen in Richmond than was presented as the League, standing beside their wheels, surrounded their president in a hollow square, and applauded his sentiments to the echo.

He stated that a committee had been appointed to take cognizance of the bad places in the street, and report the same to the proper authorities, and invited the members of the League to report bad holes in the street to this committee. It consists of Thomas Christian, Cecil Epps, and G. A. Rawson. He stated that a committee has also been appointed to confer with the City Attorney in regard to a fair ordinance governing bicycles.

**RESOLUTIONS.**  
Colonel C. O. B. Cowardin, one of the Board of Governors, then read the following resolutions and moved their adoption. The vote was a tremendous shout from 300 lusty throats, accompanied with the blowing of whistles and whistles and the ringing of bells.

We, the members of the Richmond League of Wheelmen, assembled together at the City Hall, on the afternoon of Saturday, the 9th day of November, 1895, on the occasion of our first street parade, do adopt the following resolutions:

1. We deplore the bad condition of the streets of the city of Richmond, a condition that not only affects the comfort and pleasure of wheelmen, but also interferes with the convenience, business and pleasure of the city, and we pledge ourselves to use our influence, wheresoever we can, to secure better streets by increased appropriations and by the use of the best money by which such appropriations may be made available for the purpose.

2. Considering the number of our citizens now using bicycles, and the increased number likely to use them, and the taxes derived from the property invested in them, we respectfully ask of our city government that a bicycle track be made on Broad street, to extend from the City Hall to the Boulevard, and to be a strip of the street made hard, even, and smooth, and adapted to that purpose.

A ship on a bicycle was the prettiest sight in the parade. A pretty little yacht, ingeniously built on a light frame surrounding the wheel, with masts, bowsprit, coracle, and network sails, was propelled by Alex. K. Schaap, who acted as captain, and LeRoy Schaap, dressed in sailor costume, as pilot.

**MODERATION.**  
The truest enjoyment of cycling is in riding with moderation, though scorers who are always trying to make a record, will not believe so.

Moderation is to some who are always trying to make a record, a bugbear. But one who rides with moderation gets the true enjoyment of cycling.

Cycling, when carried on with moderation, may, in so far as the healthy heart is concerned, be permitted or even recommended. It is not necessary to exclude cycling in every case of heart disease. It may even be useful in certain instances in which the action of the heart is feeble, and in which signs of fatty degeneration are found, as increased muscular exercise often improves the condition of muscle, and of no muscle more than the heart itself. As the action of cycling tells directly upon the motion of the heart, the effect it produces upon this organ is phenomenally and unexpectedly great in regard to the work it gets out of it. The ultimate effect of severe cycling is to increase the size of the heart and to render it irritable and hypersensitive to motion, the cycling acting upon it like a stimulant. The overdevelopment of the heart under the continual overstrain and overexertion, the effects, in turn, the arterial resilience, modifies the natural blood pressure, and favors degenerative structural change in the organs of the body generally. In persons of timid and nervous

natures, "neurotics," the fear incidental to cycling, especially in crowded thoroughfares, is often creative of palpitation and disturbance of the heart, and ought to be taken into account in preventive advice. In advising patients on the subject of cycling it is often more important to consider the peripheral than the central condition of the circulation. Enfeebled or worn-out arteries, that is to say, are more endangered than the feeble heart, and when connected with a heart that is overactive, are seats of danger. This same remark would, of course, apply to cases in which there is local or arterial injury, as in aneurism. Venous enlargement seems rather to be benefited than injured by cycling, and conditions marked by sluggish circulation through veins are often

greatly relieved by the exercise. There are three sets of acts that are most injurious in cycling: (a) Straining to climb hills and meet headwinds. (b) Excessive fatigue. (c) The process of exciting the heart and wearing it out soon by alcoholic stimulants, to the omission of light, frequently repeated, and judiciously selected foods.

**GOOD FOR THE LUNGS.**  
Of all means of training the respiration Dr. Forcique Fox, an English physician, thinks cycling is the best. When a person first takes to cycling he is troubled with shortness of breath, his heart beats uncomfortably, and his legs get tired, but after some training these discomforts disappear. Why should not people liable to attacks of asthma also train their respiration by such a kind of exercise—of course, on condition of the heart and lungs being in perfect health? Cycling exercises first of all increases the depth of breathing, and that without fatigue, as the respiratory movements are automatic; at the same time it will accustom the rider instinctively to take in at each respiration the volume of air required to aerate the blood and to eliminate a fixed proportion of carbonic acid, leaving in the circulation the precise amount compatible with health.

**DISCIPLES.**  
There are two sides to every question, and one as regards the health of cycling is the other. But the affirmative has undoubtedly won the day, and many who have been the most deadly enemies of the wheel have, by its magnetic influence, been changed into the most earnest advocates. Doctors, nearly all, recommend it, and only put one restriction, and that is moderation. Prof. L. W. Underwood, of Lawrence University, says: "I consider the use of the bicycle the best tonic I know of. I would not be without a wheel. At the close of my daily college duties I take a ride of four or five miles, and return refreshed and ready for good work in the evening."

**CLEANING A BICYCLE.**  
Cleaning a bicycle is an art requiring many more qualities than patience, which is the chief quality.

A wheel should be cleaned and oiled at least once a week. To clean the wheel, remove the lamp, place the wheel upside down, resting on the saddle and handle bar, which should rest on a cloth or piece of old carpet to prevent it being marred. Remove the dust from the wheel with a dry brush. If the rim and frame are muddy, use a stiff brush. A small brush will be found useful in cleaning the mud from the hub and sprocket wheels. If the chain of the frame appears streaked after washing, wash with kerosene oil, and rub with a dry cloth or piece of cambric skin. Do not use oily rags on the enameled parts. The spokes should be cleaned with a cloth. Every month the chain should be removed and soaked in turpentine, followed by kerosene oil or in kerosene oil alone. The sprocket wheels should be thoroughly cleaned before replacing the chain. There are a number of chain lubricants on the market, including a mika lubricator, which will not soil the hands or clothes. Many wheelmen lubricate their chains with a semi-fluid preparation of plumbago and the solid graphite as well, only a small quantity of lubricant is required. After the bicycle is cleaned it should be thoroughly oiled, and the bearings should be examined and tightened. It is necessary when the bicycle is put up for the winter, it should not be allowed to stand on the floor. It should be hung up with the tires partially inflated. This will tend to preserve the tires.

**EXPERIENCE THE BEST TEACHER.**  
How often one hears a bicycle making a harsh clanking noise as it goes along, and a rider who is riding a wheel of the last year's model. Every time his pedal came round his chain made a noise of this character, very annoying, and took away much of the pleasure of riding. It is usually the fault on the bearings of the machine, and after many efforts to cure it, thinking the fault irreparable, decided to grin and bear it. But the other day he thought he would give his chain a thorough cleaning, and took it off the wheel accordingly. One of the first things he did was to get a rag and get off all the dirt he could with that.

He then searched about and got an old tin can, which he filled with kerosene oil. After letting the chain soak for a little while, he took each link and examined it thoroughly, working it up and down until it worked loosely. He was surprised to find that the half of the links of the chain were so clogged with dirt that they would hardly bend. After rubbing and drying he put it on his wheel and found that his wheel not only ran twice as smooth, but the clanking had ceased.

"Go thou and do likewise."

**PHYSICAL REVOLUTION.**  
How many times have you heard it said that the Americans were the most dyspeptic people on earth? However, the wheel is producing a much needed physical revolution. Americans are gradually becoming an athletic people. As a rule, Americans in the past have not been overfond of physical exercise. They like to go to theatres, watch ball games and yacht races, and dawdle by the sea-side, but they dislike to sweat as God meant they should, and hence they are unduly familiar with nervousness, dyspepsia, and insomnia. The Englishman rides his horse, the American sits in a cushioned buggy. He likes to travel in comfort, but he exercises by proxy. But a change is coming over people in this country, and the bicycle is responsible for it in a large measure, and will prevent them from physical deterioration.

**VALUABLE DISCRETION.**  
One of the most common of human eccentricities is false pride in being a novice in a thing. The ultimate effect of severe cycling is to increase the size of the heart and to render it irritable and hypersensitive to motion, the cycling acting upon it like a stimulant. The overdevelopment of the heart under the continual overstrain and overexertion, the effects, in turn, the arterial resilience, modifies the natural blood pressure, and favors degenerative structural change in the organs of the body generally. In persons of timid and nervous

outdoors, but he had better not attempt it at busy and noisy points where he cannot safely gauge the movement of vehicles. In a word, discretion is the better part of valor in cycling as in all other matters, and until a rider feels that he moves about on his wheel with an instinct almost as natural as that which prompts him to walk, he should be rather more inclined to dismount when he sees danger ahead than to keep on and trust to luck.

**ICE CYCLING.**  
The bicycle has steadily pressed on in its progress, and this winter will invade a realm heretofore devoted to one sport only. The sport of skating.

The man only who an ice bicycle will not have to be a skater to enjoy sport upon the ice. His ice bicycle fills every requirement, and he can glide over the ice with the same comfort and safety as if he were on his skate runners. The plan of the machine is this. The rear wheel has a band with teeth in it. These teeth being sharp, stick in the ice and keep the wheel from slipping. This band is attached to the wheel by clamps. The most novel and curious part of the machine is the very large skate that occupies in place of the front wheel. This is attached to the fork and is steered in the same manner as the wheel would be. This machine has been known to have made remarkably fast time, its time record being one-fourth of a mile in twenty seconds.

**SNAP SHOTS.**  
Screwing and unscrewing nuts and bolts tends a machine to loosen and render it only when it is absolutely necessary for you to do so. See that both are at all times kept screwed up tightly. Failure to do this may result in injury to both the machine and yourself.

When shipping a machine to the repairer, if he be not convenient enough for you to deliver it in person, remove the handle, tool bag, saddle, pedals, etc., unless it be to some of them the repairs are to be made. Failure to do this often results in a loss occurring.

A pair of gloves will not take up much room in your pocket when going on an afternoon ride, and later on, when the sun has begun to decline, the gloves will be a handy thing to have.

In India the natives call a wheelman "the Sahib with the horse that does not eat barley, straw, or grass," while the wheel itself is known only as the "thin carriage."

Riding through the forests, climbing over ridges, bounding under branches, rolling over bridges, purring of the rubber, ringing of the steel—Bless me, this is pleasant. Riding on the wheel!

Yours truly, A WHEELER.

**VIRGINIA AND NORTH CAROLINA.**  
The Tarheels Are Too Much for the Washington and Lee Team.

**LYNCHBURG, VA., Nov. 9.—Special.**—Washington and Lee football team went down before the University of North Carolina this afternoon. The score stood sixteen to nothing in favor of the tar heel boys.

Washington and Lee was on the defensive from the start and were plainly no match for their opponents. In the first half, one touch-down was made by North Carolina, but they failed to kick the goal, making the score four to nothing.

In the second half, North Carolina made two touch-downs and kicked two goals, making the total score sixteen to nothing.

Hard, Stephen, and Moore, of the North Carolina team, distinguished themselves in fine plays, but the twenty-five yard run through centre by Leonard of Washington and Lee, was the great play of the game.

No one was injured. There was an attendance of about 60.

Washington and Lee team—Powell, captain; Jenkins, L. H.; Stokes, L. H.; Wills, quarter; Oberlin, C. R.; McClintock, L. C.; Larimore, R. C.; Dice, L. T.; O'Neal, R. T.; Mitchell, L. C.; Lunsford, R. C.; University of North Carolina—Gregory, captain; L. C.; Morris, R. C.; Wright, L. T.; Baird, R. T.; Hurley, L. G.; Collier, R. G.; White, C.; Stephens, L. H.; Moore, R. H.; Butler, L. H.; Whitaker, G. Touch-downs—Baird, Butler, and Stephens. Goals—Whittaker, 2.

**AN EMBEZZLER CAUGHT.**  
The Consumers' Brewery—A Bicycle Insurance Company Chartered.

**NORFOLK, VA., Nov. 9.—Special.**—Ex-Postmaster A. C. Paul, of the National Soldiers' Home, at Hampton, who was convicted in the United States Court yesterday of embezzlement of a money order for \$3, was arrested to-day in Elizabeth City county, and taken here for sentence.

It was settled this afternoon that the Consumers' Brewery will be erected at Lesner's back. The main building will be 30 by 30 feet, including the main hall of the old park. Work will commence as soon as the title to the property can be satisfactorily settled.

Judge Curtis has chartered the Bicycle Guarantee Co., with \$1000 capital stock. The object is to insure owners against the loss of their wheels.

Charles M. Todd, the Norfolk representative of Bradstreet's Commercial Agency, left to-night for Baltimore, where he will be married Tuesday to Miss Alice M. Bealmeier.

**OBITUARY.**  
THORPHEK NUNNALLY.

Mr. Theoderick Nunnally, who was for many years a watchman for the Chesapeake and Ohio railway, died at his home, 821 Riverside, in this city, Friday at the age of seventy-five years. He was a private in the Mexican war, and a well-known citizen. The deceased leaves two sons and two daughters—Mr. Theoderick Nunnally, Jr., Mrs. Hazelle Cocker, Mr. Moses D. Nunnally, and Mrs. Mary E. Hoggins. The funeral took place from the Laurel-Street Methodist church at 3 o'clock yesterday afternoon.

**THE DAYS OF THE LONG AGO.**  
Let weary eyes close and sweet dreams come  
Of the days of the long ago,  
When you and I were not so old,  
And the ways of the world were not so cold,  
And our hearts hadn't hardened  
Nor our manners grown bold,  
Oh! just let's be like we used to be,  
Happy and careless in our childish glee,  
With never a thought of to-morrow.  
Let fancy recall in those dreams so dear  
Of the days of the long ago;  
The old home place with the big shade trees,  
Whose leaves made music in the summer breeze,  
The bubbling spring at the foot of the hill,  
And the lonesome song of the whippoorwill.  
Oh! just let's be like we used to be,  
Happy and careless in our childish glee,  
With never a thought of to-morrow.  
But it now causes pain for you to dream  
Of the days of the long ago,  
For time has crushed with merciless hands  
The hopes that we cherished. And the numberless plans  
That you and I had  
It has severed, and the fondest ties and dearest bands,  
So it's no use trying to be happy and gay,  
For you can't dispel care or drive it away.  
And to-morrow, alas, has become to-day.  
J. A. W.

## JUMPED FROM A TRAIN.

DR. WM. E. HATCHER PAINFULLY HURT YESTERDAY MORNING.

He Sprang From the Train While It Was Moving Rapidly—His Right Shoulder Dislocated—To Keep an Engagement.

Rev. Dr. William E. Hatcher, of the Grace-Street Baptist church, was painfully hurt at an early hour yesterday morning by jumping from a moving train on the Norfolk and Western railroad at the Hull-street crossing in Manchester.

Dr. Hatcher, who is president of the Executive Committee of the Baptist orphanage, was returning from Salem, Va., where he had been to attend a meeting of the committee. He desired to leave the train at Manchester in order to catch one that left there at that time for Fowhatan, Va., where he was going in order to preach to-day. The train did not make a long stop, and Dr. Hatcher was slow in leaving the car. When he reached the platform the train was moving rapidly, and almost without a moment's thought he jumped. His momentum was so great that when he struck the ground he was thrown violently on his right side. Several people saw his fall and rushed to his assistance and helped him to his feet.

**ALMOST UNDER THE TRAIN.**  
Dr. Hatcher said yesterday afternoon, when I called upon him: "I narrowly escaped from falling under the train. I know it was a very foolish thing to have done, but I was very desirous of keeping my engagement at Fowhatan. I at first thought my right arm was broken, the pain was so excruciating. Several people kindly helped me upon the platform, and I came to Fourteenth and Main streets, where Mr. Branch Allen secured me a hack. I then drove to my physician's residence, Dr. Charles Davis, who examined my arm and found that it was dislocated at the shoulder joint. It was in a place for me, and I then came home.

When I saw Dr. Hatcher he was sitting in his easy study reading a paper. His right arm was bound closely to his side, and as we conversed I noticed that now and then he would slightly wince as a sudden pang of pain would strike him.

**WOULD BE LAID UP SOME TIME.**  
He told me that he would soon be able to go about, but that Dr. Davis thought it would be several weeks before he would be able to use his arm again. He was badly wrenched, and it will take him some time to recover.

A number of persons called on Dr. Hatcher yesterday to offer their assistance and express their sympathy at his misfortune. Dr. Hatcher's pulpit will be filled this morning by Professor S. C. Mitchell, of Richmond, who is said by many to be an exceedingly able preacher.

**THE PAGE COUNTY MURDER.**  
The Murdered Man's Nephew Arrested for the Crime.

**LURAY, VA., Nov. 9.—Special.**—Commonwealth's Attorney Parks, Sheriff Rosser, and Coroner Colburn have been active in searching for evidence of the murder of Willis D. Kibler, who was found so horribly mutilated last Tuesday evening, as given in The Times the following day. Newton Kibler, of this county, nephew of the murdered man, and Mrs. Fannie P. Kearns, an old friend of the deceased, now of Baltimore, were arrested at the depot in this place this morning by Sheriff Rosser on warrants issued by "Squire Bragdon, as they were about to take the early train for Baltimore.

Mrs. Kearns is detained here under the guard of a special constable as a witness until next Thursday, at which time Newton Kibler will have his preliminary trial for the murder of his uncle, his case being continued from to-day until to-morrow.

The circumstances which led to Newton Kibler's arrest are entirely circumstantial, based upon his statement that he alone carried the dead body of his uncle into the kitchen and placed him upon the bed; that he should have picked up the buckets of water in front of the door and given the water to the boys; that he had no blood on his clothes; that he denied the existence of two keys to the house when a second one was found yesterday near the hog pen; that blood was found on the four corners of the blanket upon which the body was found by Coroner Colburn, and no blood on the floor of the kitchen or steps. When arrested a pocket-book, known to have belonged to the murdered man, containing sixty-eight dollars, was found on him. Washington and Lee, was taken to Front Royal jail by Sheriff Rosser this evening.

By order of the court the Berry Hill farm, of Culpeper county, in ante-bellum days one of the finest estates in that county, containing nearly twelve hundred acres, was sold in front of the court-house, in this place, for the benefit of the estate of Mr. M. L. Welfley, real estate broker, of Washington, D. C., was the purchaser. Mr. Welfley is a native of Page county.

**COL. BOYKIN'S WALKOVER.**  
The Effects of the Drought on Crops in Tale of Wight.

**RAYMOND, VA., Nov. 8.—Special.**—The election which was held last Tuesday gave Colonel R. B. Boykin over 100 majority in Isle of Wight county. Colonel Boykin had a complete walk-over in three counties—Isle of Wight, Southampton, and Nanamoudy—winning nearly 200 majority over Holmes (Pop.).

It was one of the quietest elections ever held in this county. The negroes took very little interest and most of them kept away from the polls. We have had very little rain here since June, consequently the wells are very dry. The farmers have had splendid weather for curing their peanuts and housing their corn. The autumn crop is very good, but the crop of nuts is light and inferior.

Several of our Methodist people, as well as some of other denominations, expect to attend the Methodist conference, which begins in Richmond on the 12th instant. Among them are Mrs. R. H. Turner and Miss Alice G. Stott, of Ferguson's Wharf, Va.

Deer, wild turkeys, and squirrels are very plentiful around here. Partridges are very scarce.

**Colonel Nalle Ill.**  
CULPEPER, VA., Nov. 9.—Special.

Colonel William Nalle, of the Third Regiment Virginia Volunteers, is lying at his home, on Main street, quite ill with congestion of the chest and lungs, contracted while performing his duties as chief superintendent of construction of the waterworks.

## Just Try It On---

Our \$10 Lightweight Overcoat. They're inexpensive, stylish, handsomely designed, and finished to perfection. Just the thing for these evenings, when a regular Overcoat is too heavy. Some men would rather do without an overcoat than wear a cheap looking one. Needn't do either.

**Our Imported Covert Cloth Overcoats At \$10**

have every appearance of a custom-made coat, and there's a really mighty little difference.

**Berry & Co.**  
Main 10th Sts.

## KAFFIR GOLD NINE EPISODE.



1. "Can't you take me to the opera?" said fair little Mrs. White. "All the neighbors have been going. Can't you take me, dear, to-night?"



2. "No, I'll not," yelled White severely. "This is but a silly prank! Do you think I'm made of money? Do you take me for a bank?"



3. Then a telegram came to her, from the Kaffir mines at Billy. Said that her Uncle Billy had been killed that very day.



4. That his nuggets and his millions were left to her sole right; Every dollar, every chattel, Now belonged to Mrs. White.



5. "Goodness gracious, Sue, forgive me, I was talking in my sleep; You can go to every opera; And poor White began to weep.



6. "No, indeed," cried she severely, "I will lecture Monday nights, And devote my every penny To the cause of Woman's Rights."

**A VIEW OF THE RHINE.**



Bobby—Auntie, pass me the butter. Auntie—If what? Bobby—if you can reach it.

## MISTAKEN CONFIDENCE.



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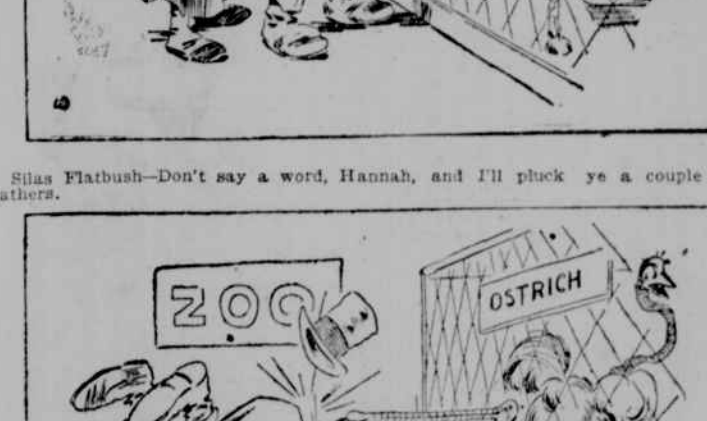
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